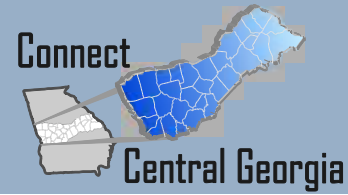




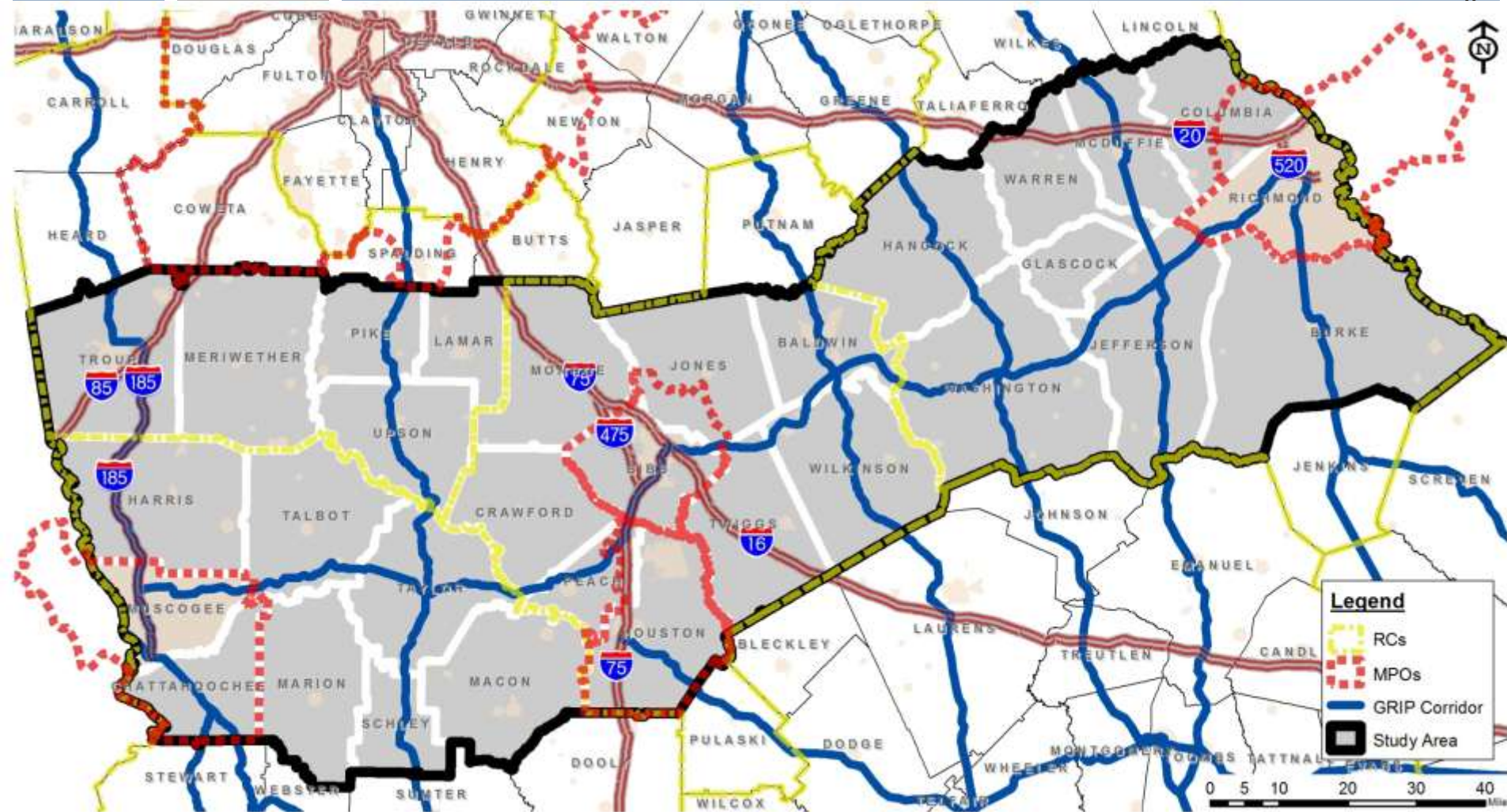
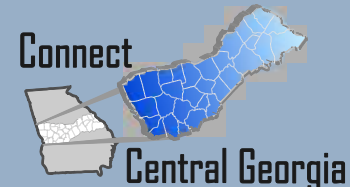
February 16th, 2012

Agenda

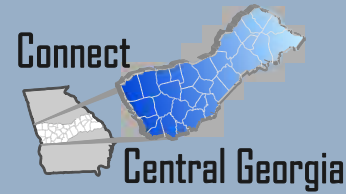


- Study Progress
- Stakeholder & Public Input
- Future Conditions (2035 No Build)
- Economic Profile
- Scenario Building
 - Group Activity

Study Progress Study Area

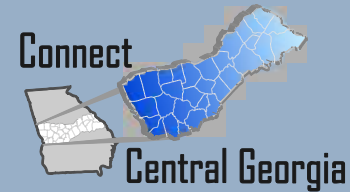


Study Progress Work Tasks

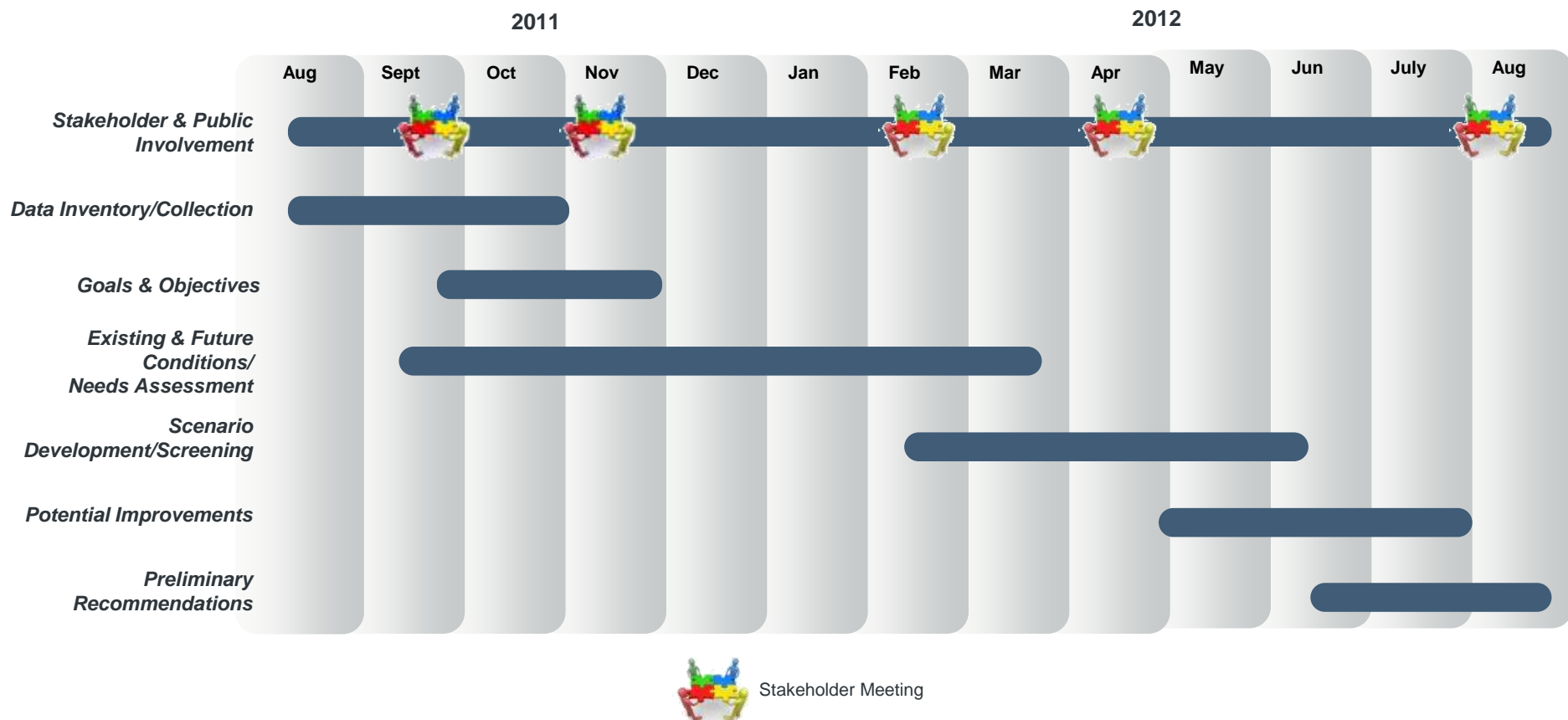


- Stakeholder & Public Involvement (Ongoing)
- Data Inventory/Collection (Complete)
- Goals & Objectives (Complete)
- Existing Conditions (Draft)
- Future Conditions (Today)
- Scenario Development & Screening (Today)
- Potential Improvements Development (April 2012)
- Preliminary Recommendations Development & Evaluation (Summer 2012)

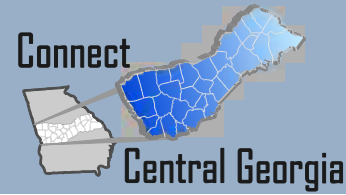
Study Progress Schedule



STUDY SCHEDULE

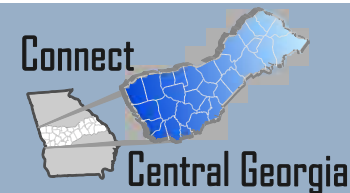


Study Progress Goals & Objectives



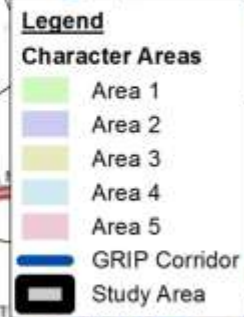
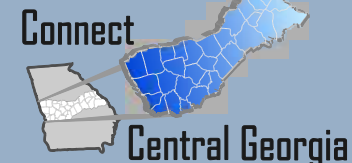
1. Improve **safety**, **accessibility**, and **mobility** options available to people and for freight.
2. Enhance the inter-regional **connectivity** of the transportation system for people and freight.
3. Promote **efficient** system management and operation.
4. Emphasize the **preservation** of the existing transportation system.
5. Protect **quality of life**, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

Study Progress Performance Measures

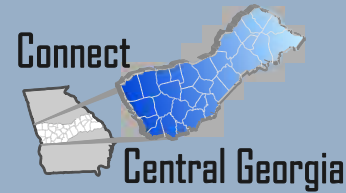


Performance Measures	Goals				
	1 Safety/ Mobility	2 Connectivity	3 Efficiency	4 Preservation	5 Quality of Life
Level of Service	✓		✓		
Travel Time / Travel Speeds	✓	✓	✓		
Crash Rate	✓				
Number / Types of Connections	✓	✓	✓		
Multi-Modal Options	✓	✓	✓	✓	✓
Level of Environmental Impact				✓	✓
Links to Development Opportunities		✓	✓		✓
Consistency with Comprehensive Plan / Land Use Plan				✓	✓

Study Progress Character Areas



Stakeholder & Public Input Regional Public Outreach

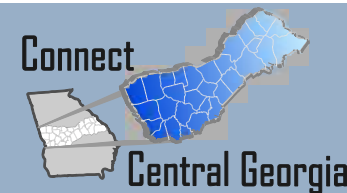


- Activities to Date
 - Public Survey - 2,600 Surveys!
 - School System
 - Public Libraries
 - Study Stakeholders
 - Kaolin Festival
 - News Interview/Press
- Upcoming Activities
 - MPO Meetings
 - RC Meetings
 - Kiosks at Public Events

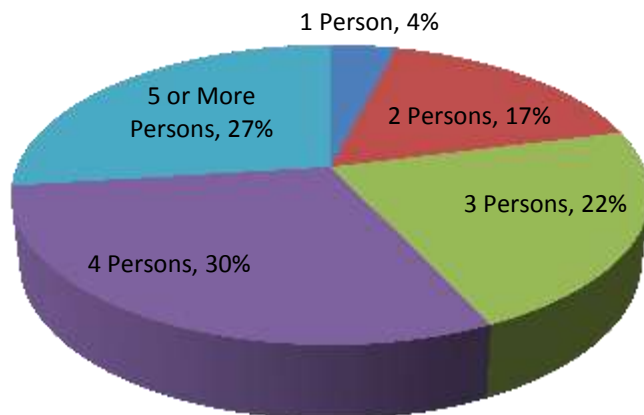




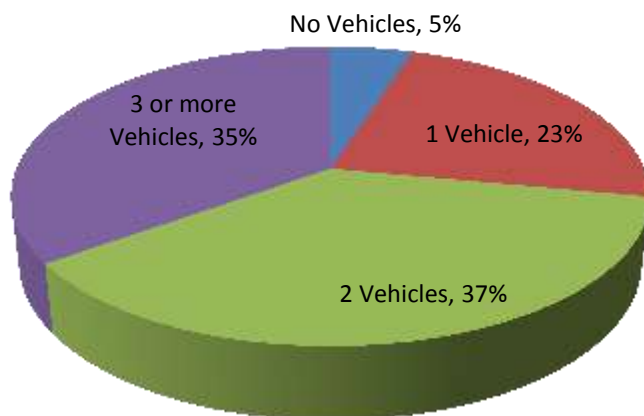
Stakeholder & Public Input Survey Results



How many people live at your home?

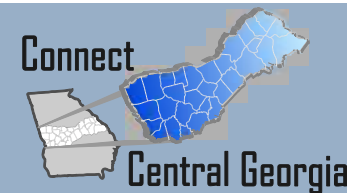


How many operating vehicles are at your home?



Issue	Yes	No
Speeding	43%	57%
Been unable to pass slow moving vehicles	35%	65%
Traffic backup on roads	33%	67%
Traffic backup at intersections	32%	68%
A lack of sidewalks	30%	70%
Any safety issues	29%	71%
A need for a traffic signal at intersections	28%	72%
Farm tractor traffic slowdowns	28%	72%
Problems with tractor-trailer trucks	27%	73%
A lack of roadway shoulders	21%	79%
A lack of turn lanes	21%	79%
Difficulty trying to get onto a road	20%	80%
A lack of on-demand, rural, or public bus service	17%	83%
Any other traffic problems	11%	89%

Stakeholder & Public Input Survey Results



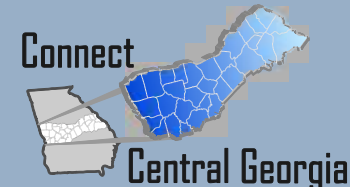
How often do you travel from your home to the following cities?

	Several trips per month	Monthly	5 or more trips per year	4 or fewer trips per year	Never
Columbus	16%	7%	7%	25%	45%
Macon	12%	7%	8%	27%	46%
Warner Robins	7%	2%	5%	19%	67%
Augusta	32%	8%	7%	13%	40%

How often do you travel from your work to the following cities?

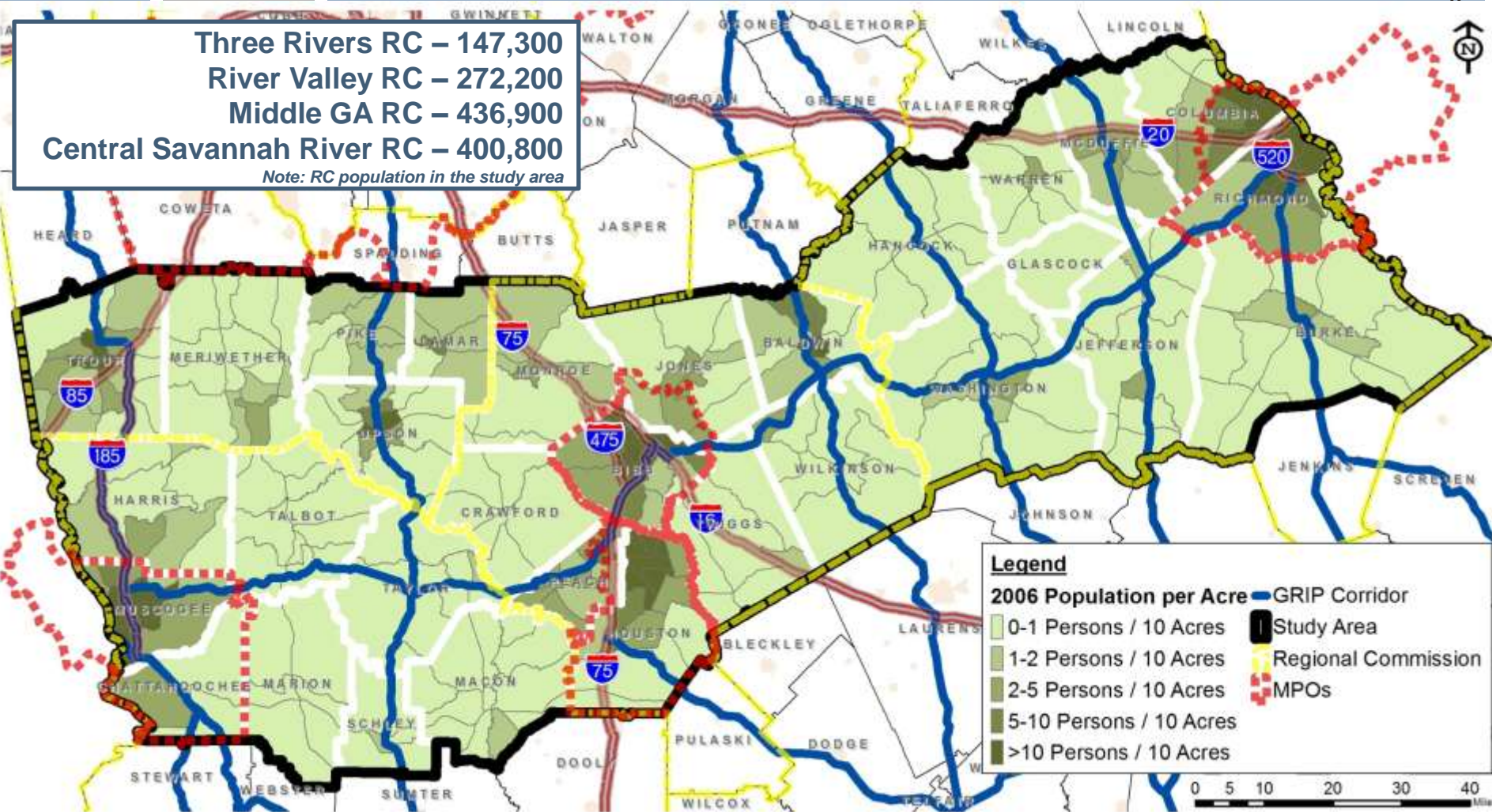
	Several trips per month	Monthly	5 or more trips per year	4 or fewer trips per year	Never
Columbus	8%	2%	3%	10%	77%
Macon	7%	3%	3%	11%	76%
Warner Robins	5%	2%	1%	8%	84%
Augusta	16%	5%	4%	8%	67%

Existing Conditions Population Per Acre (2006)



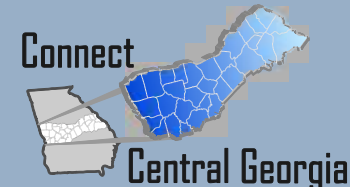
Three Rivers RC – 147,300
River Valley RC – 272,200
Middle GA RC – 436,900
Central Savannah River RC – 400,800

Note: RC population in the study area



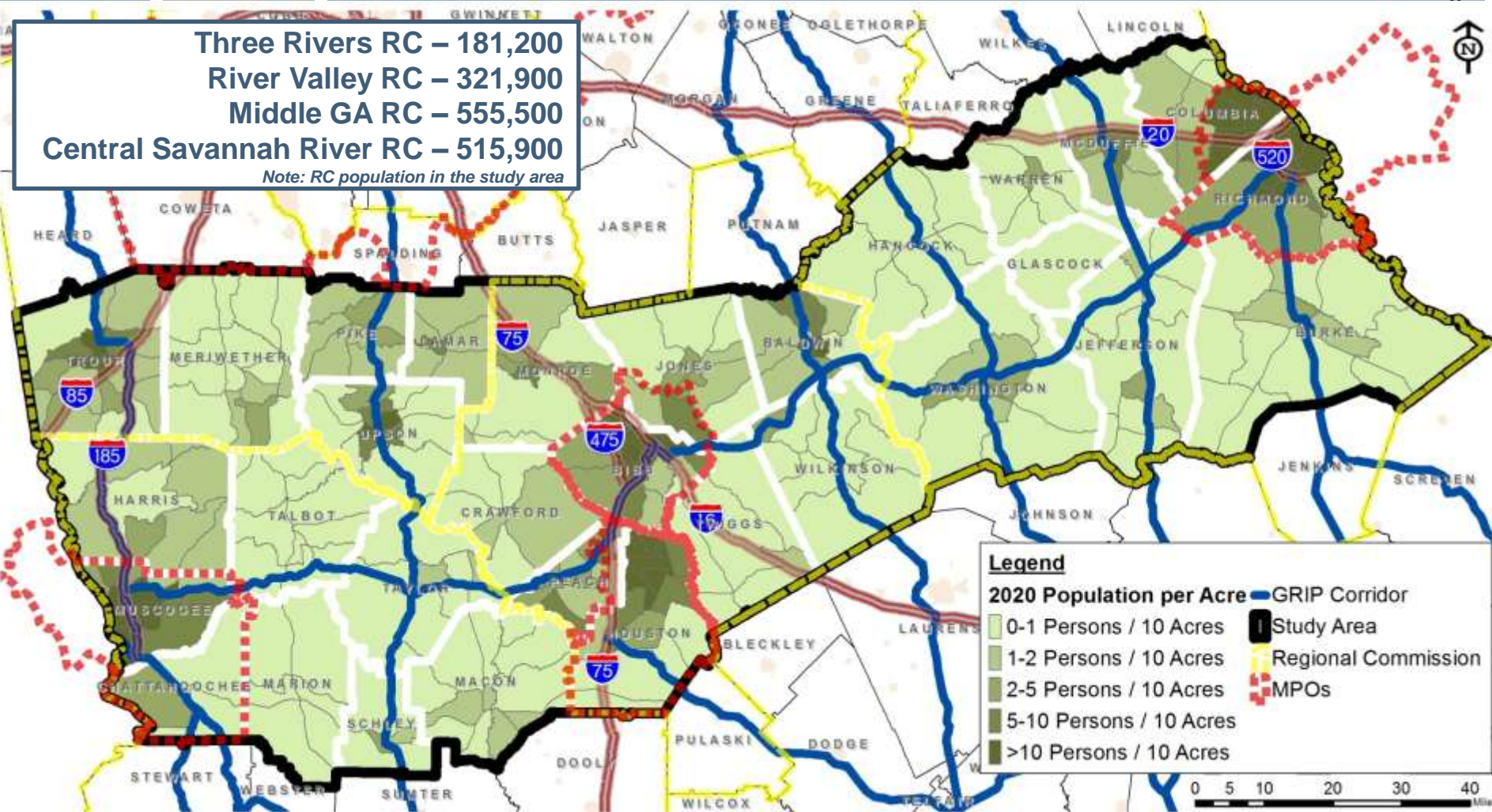
Source: 2006 Georgia Statewide Model

Future Conditions Population Per Acre (2020)



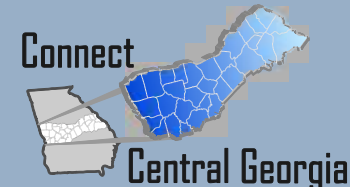
Three Rivers RC – 181,200
River Valley RC – 321,900
Middle GA RC – 555,500
Central Savannah River RC – 515,900

Note: RC population in the study area



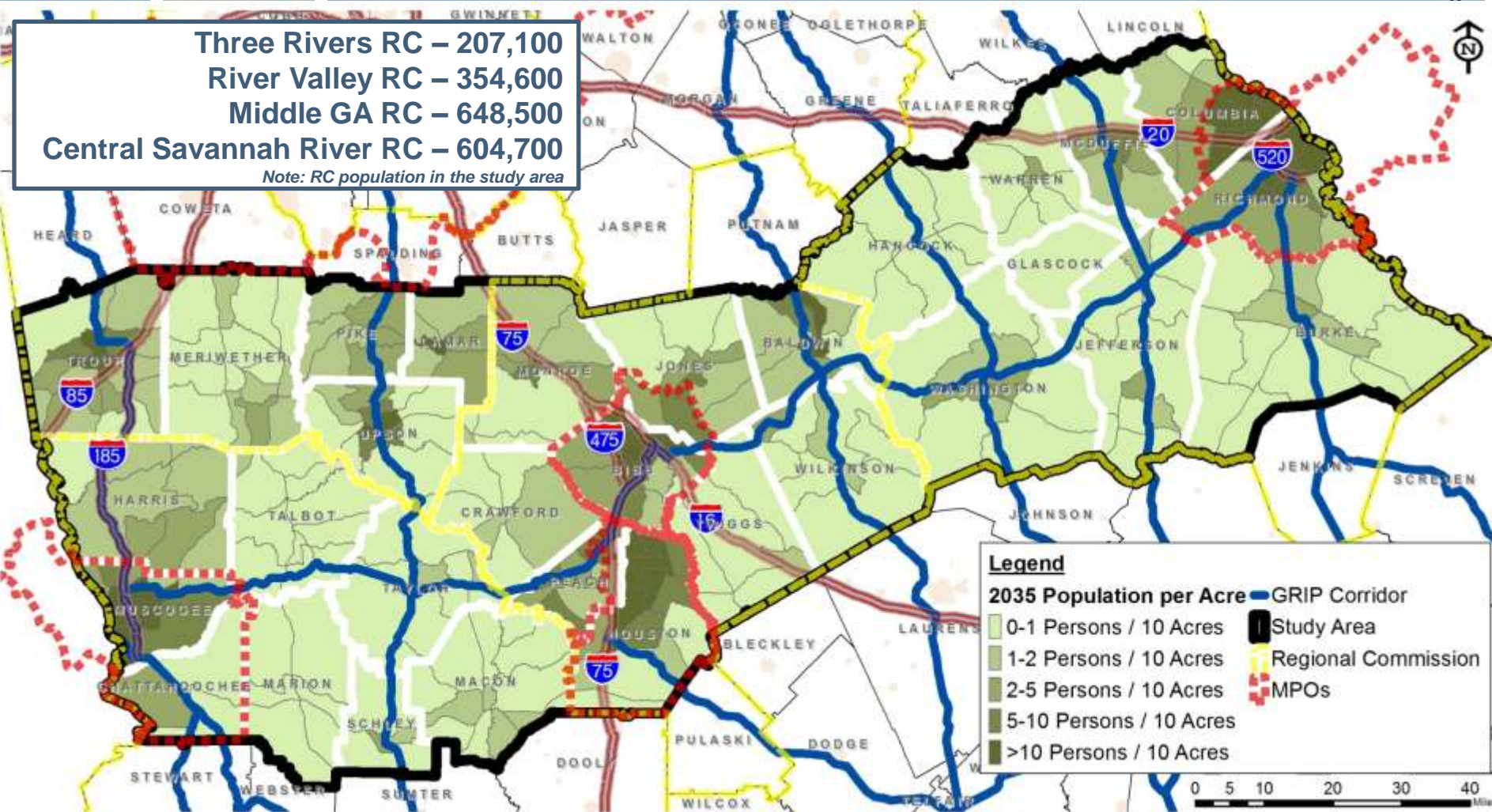
Source: 2020 Georgia Statewide Model

Future Conditions Population Per Acre (2035)



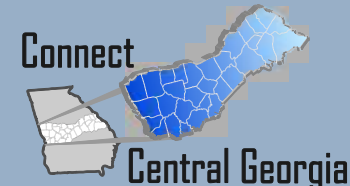
Three Rivers RC – 207,100
River Valley RC – 354,600
Middle GA RC – 648,500
Central Savannah River RC – 604,700

Note: RC population in the study area



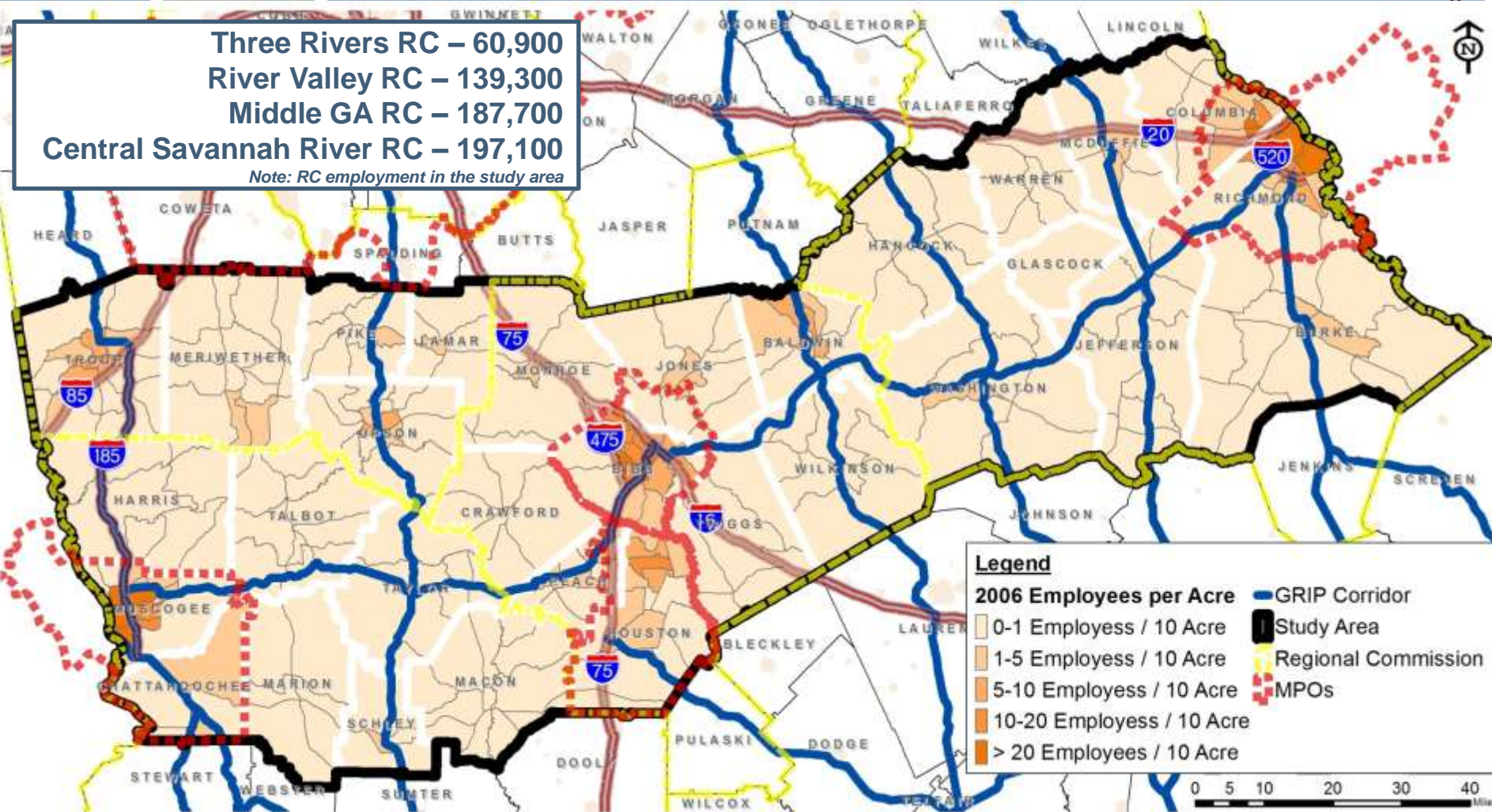
Source: Interpolation of 2020 and 2040 Georgia Statewide Models

Existing Conditions Employees Per Acre (2006)



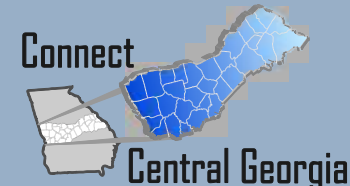
Three Rivers RC – 60,900
River Valley RC – 139,300
Middle GA RC – 187,700
Central Savannah River RC – 197,100

Note: RC employment in the study area



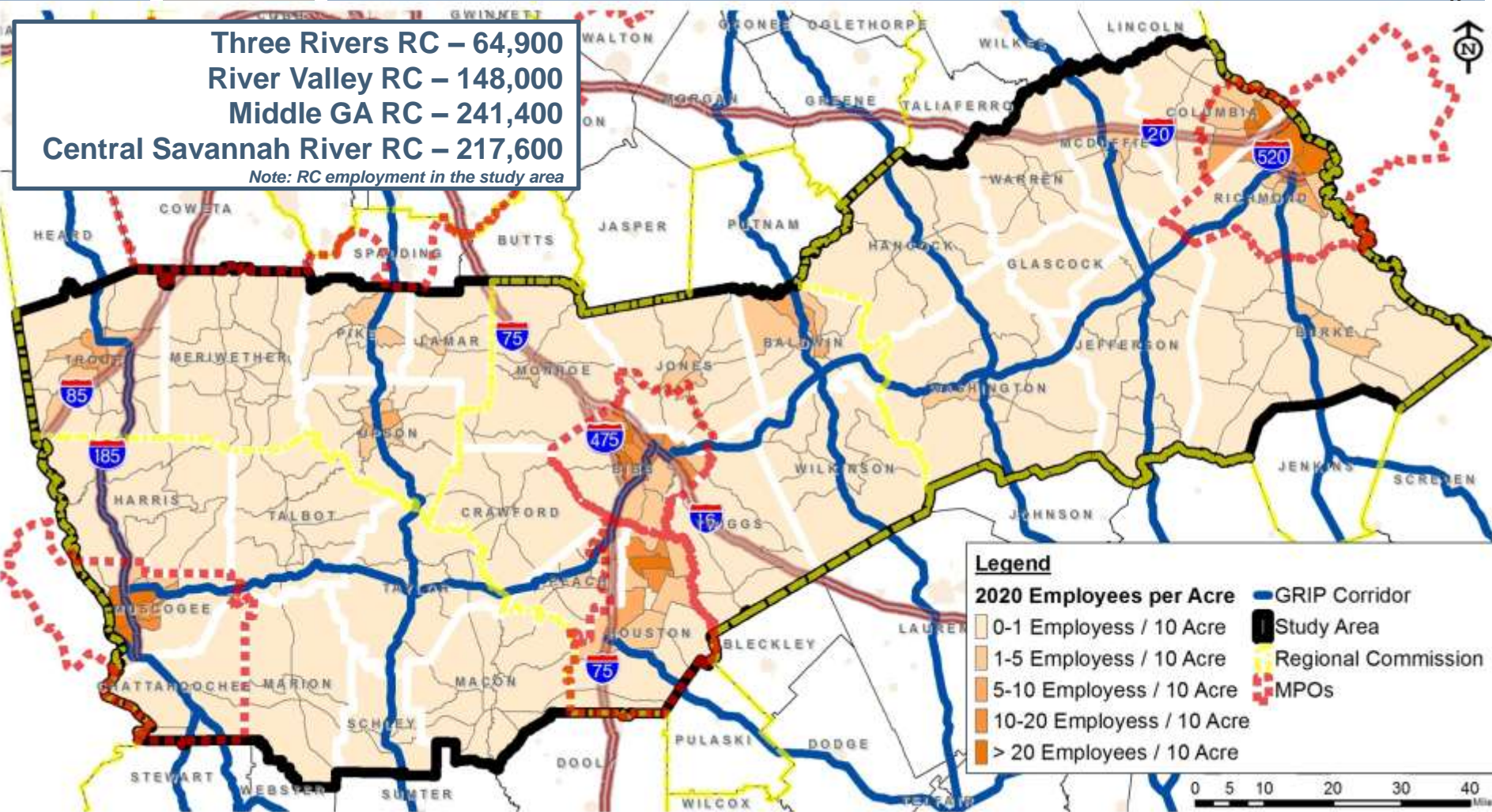
Source: 2006 Georgia Statewide Model

Future Conditions Employees Per Acre (2020)



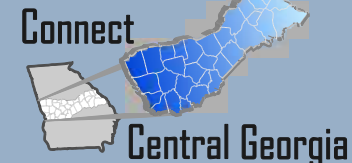
Three Rivers RC – 64,900
River Valley RC – 148,000
Middle GA RC – 241,400
Central Savannah River RC – 217,600

Note: RC employment in the study area



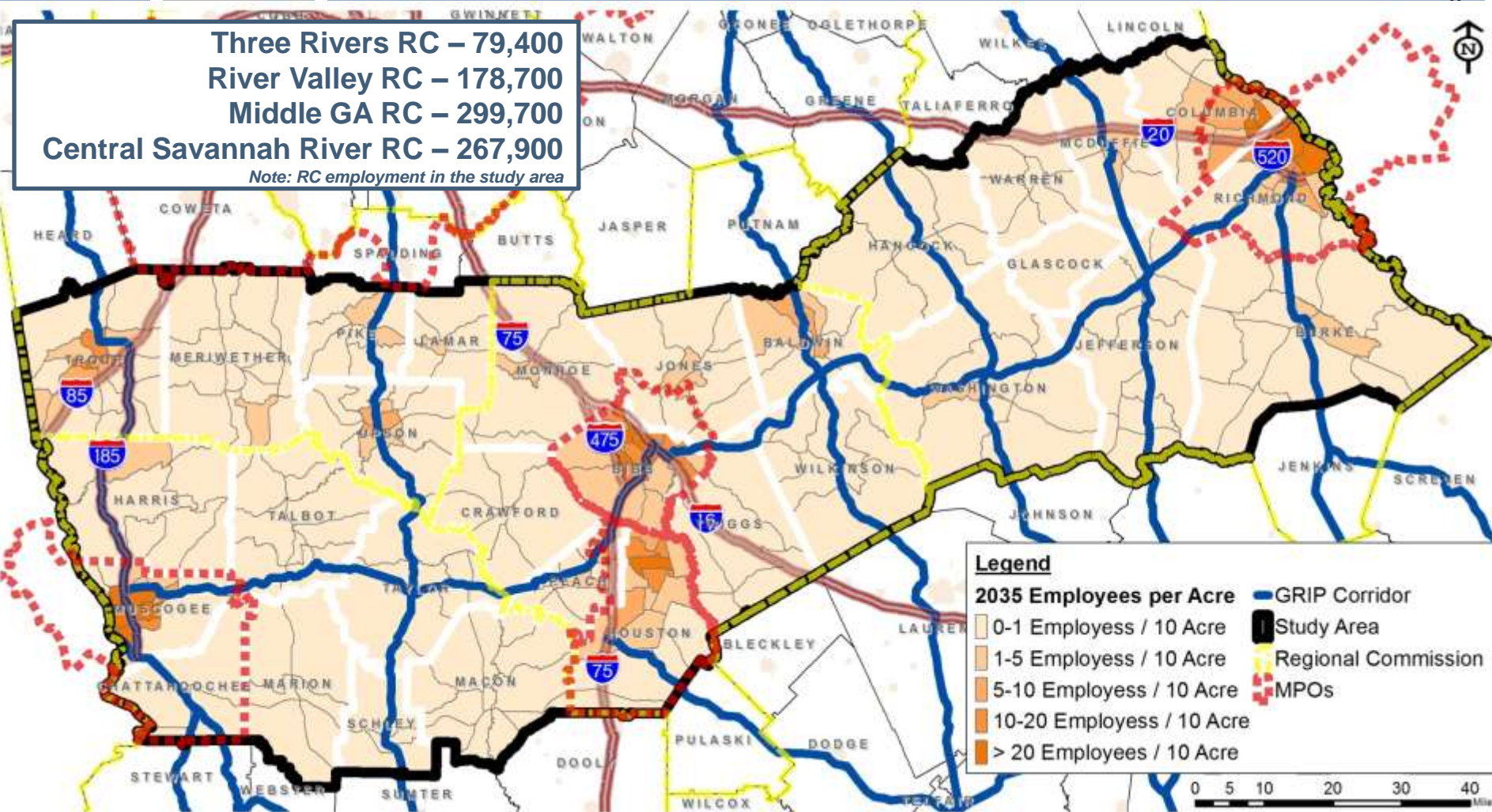
Source: 2020 Georgia Statewide Model

Future Conditions Employees Per Acre (2035)



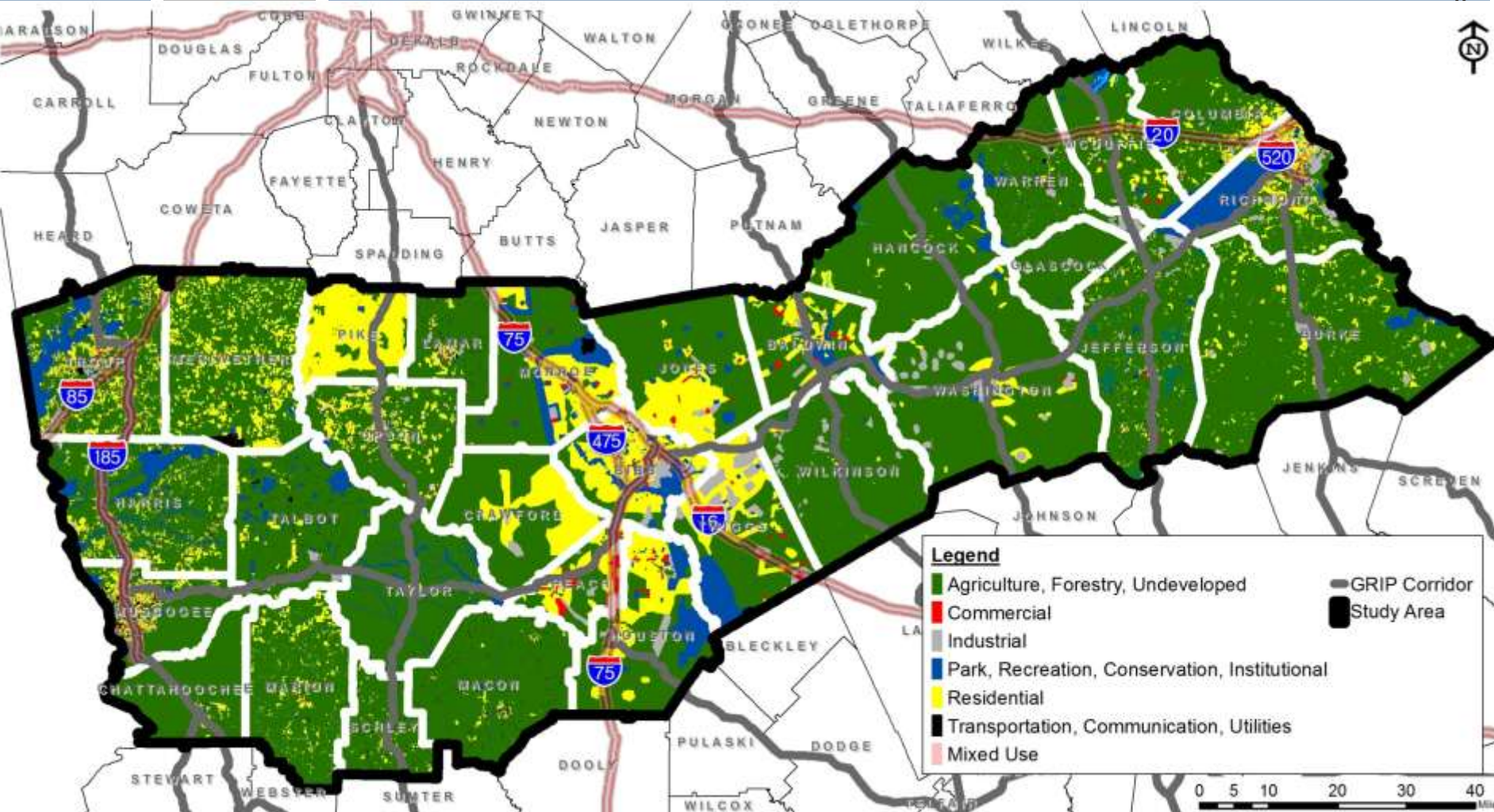
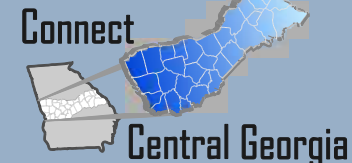
Three Rivers RC – 79,400
River Valley RC – 178,700
Middle GA RC – 299,700
Central Savannah River RC – 267,900

Note: RC employment in the study area



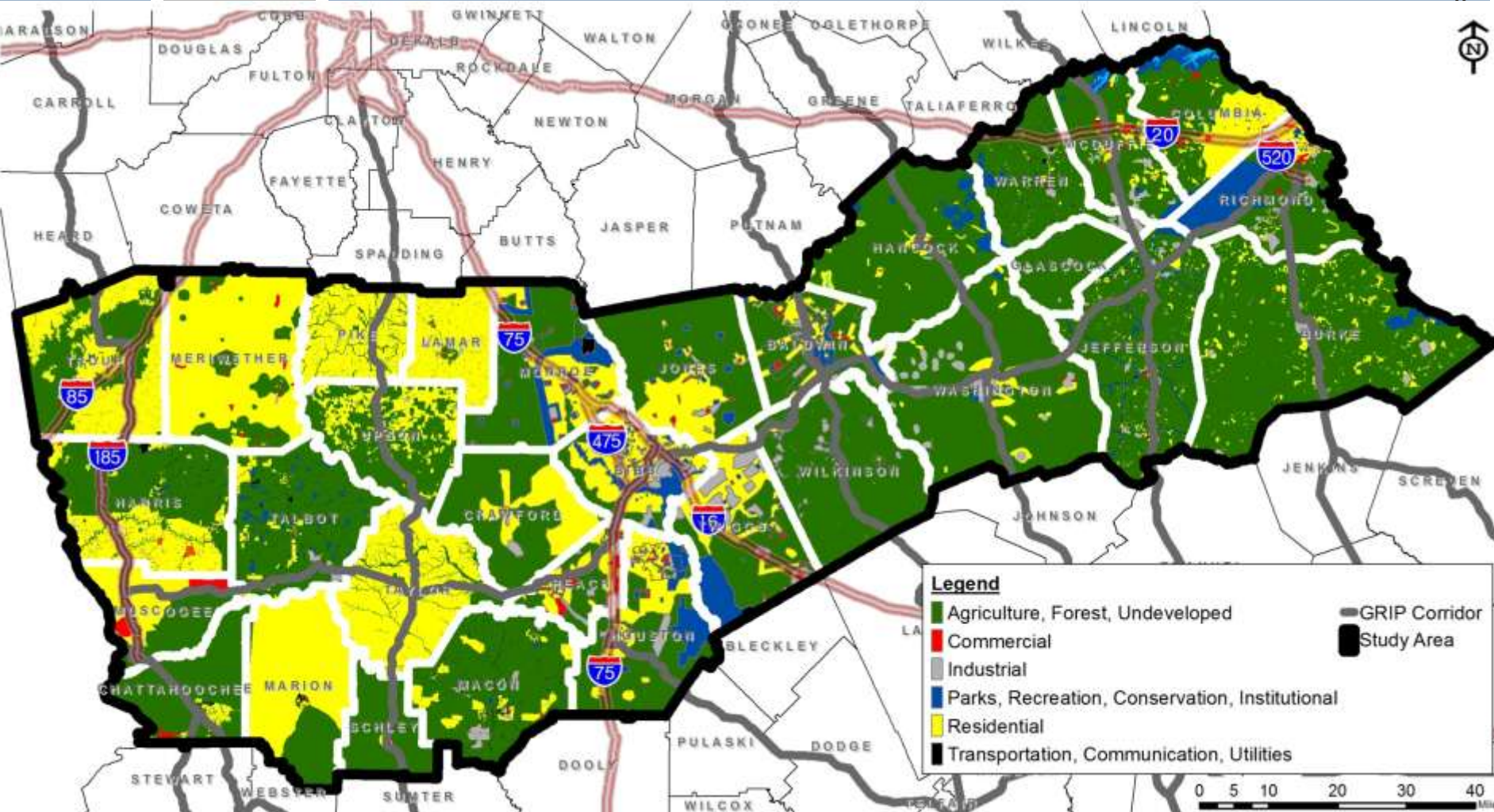
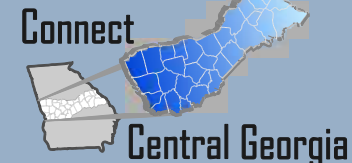
Source: Interpolation of 2020 and 2040 Georgia Statewide Models

Existing Conditions Existing Land Use



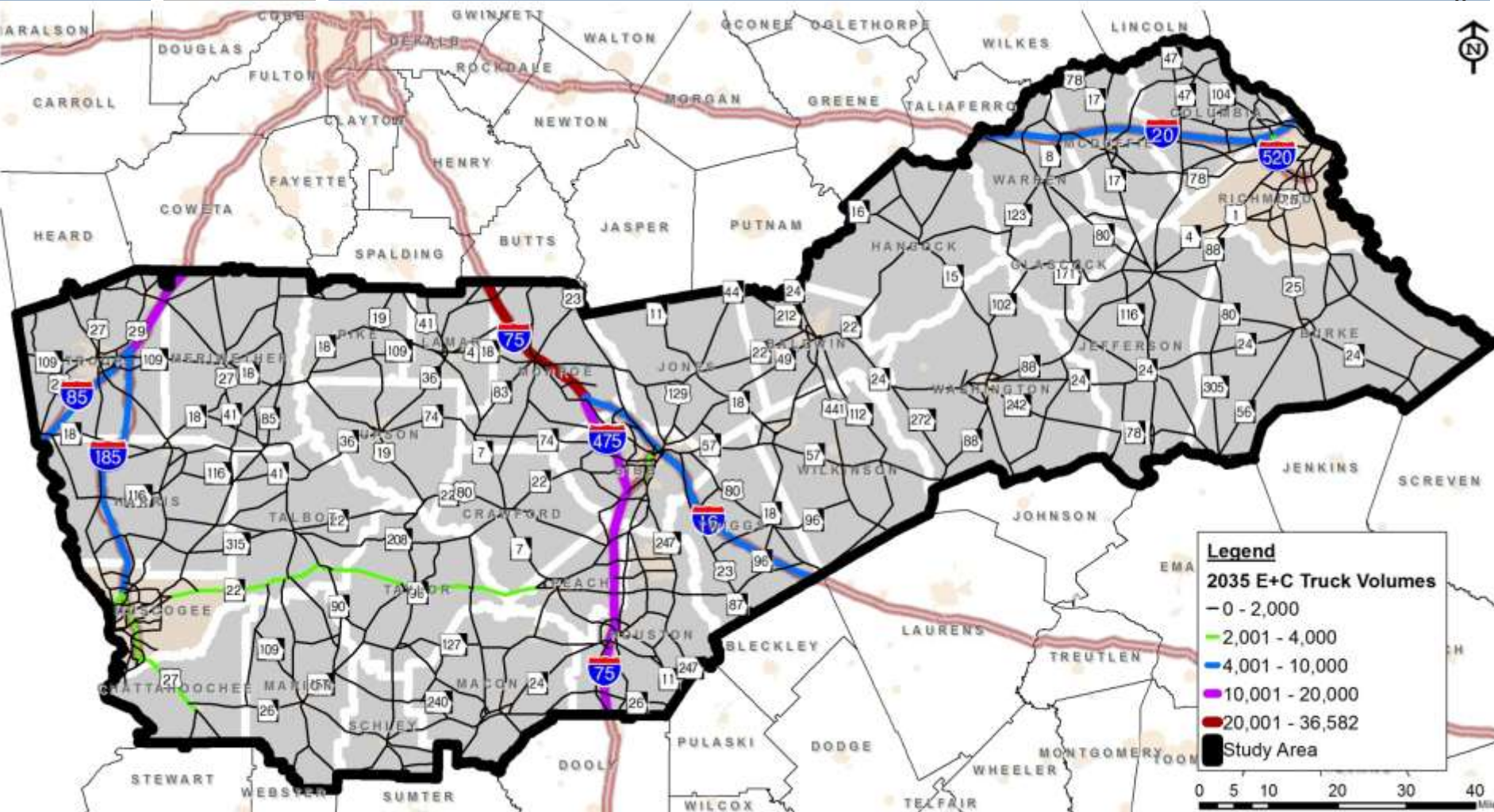
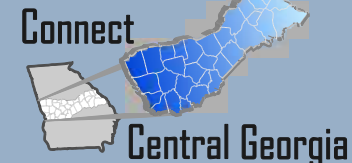
Source: River Valley RC, Three River RC, Middle GA RC, Central Savannah River RC

Future Conditions Future Land Use



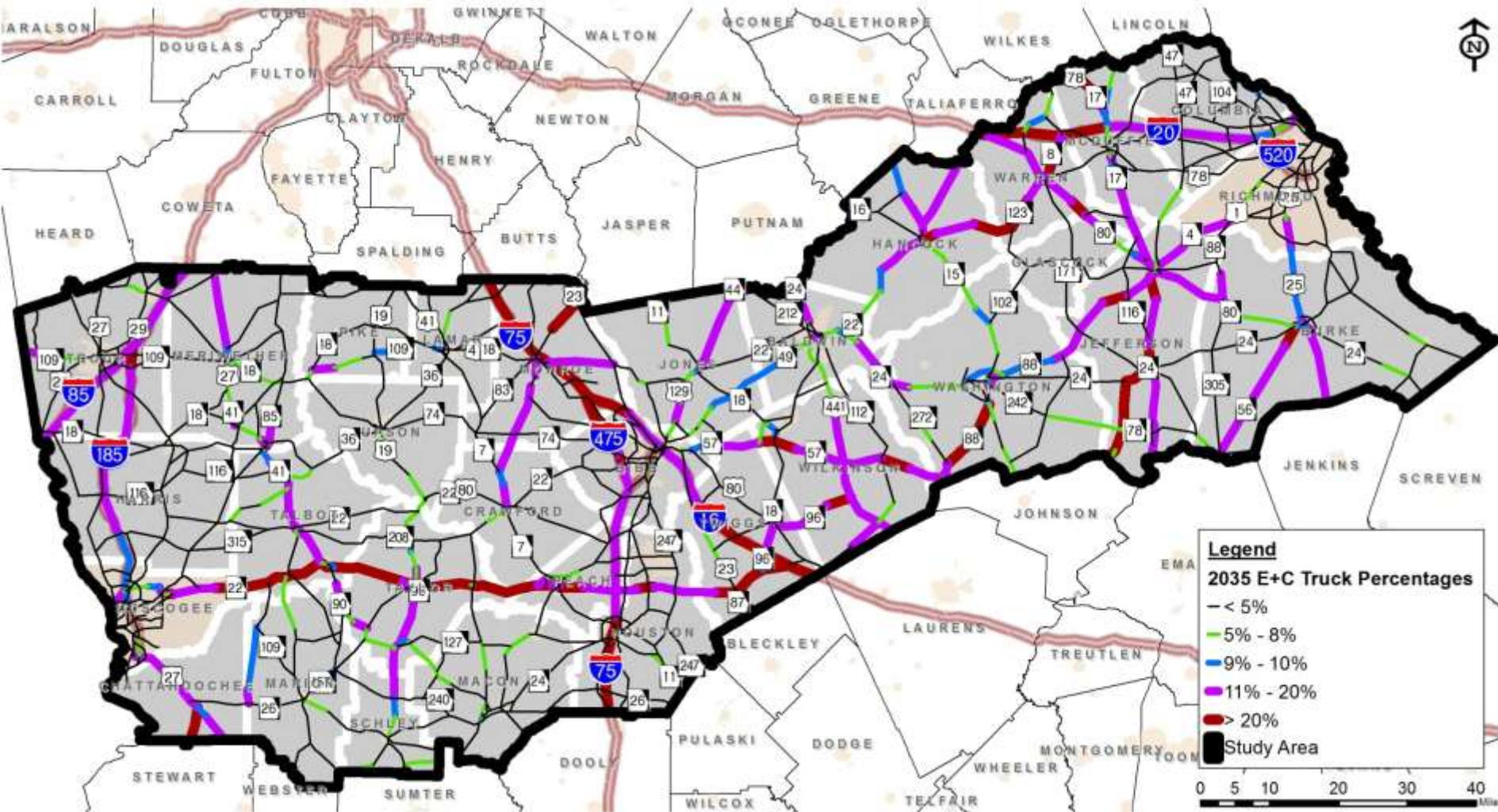
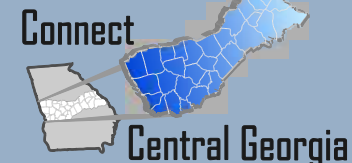
Source: River Valley RC, Three River RC, Middle GA RC, Central Savannah River RC

Future Conditions 2035 Truck Volumes



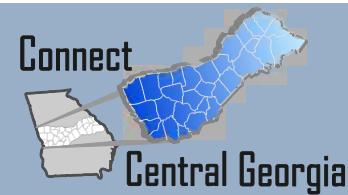
Source: Interpolation of 2020 and 2040 Georgia Statewide Models

Future Conditions 2035 Truck Percentages

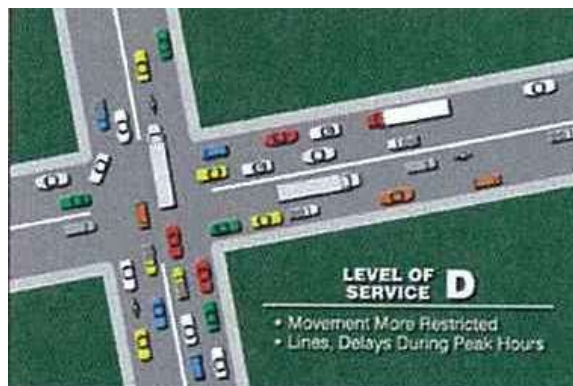
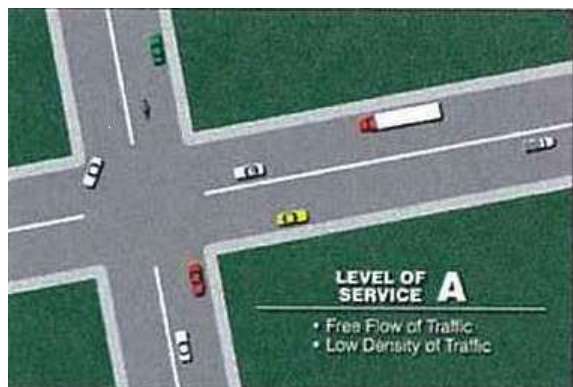


Source: Interpolation of 2020 and 2040 Georgia Statewide Models

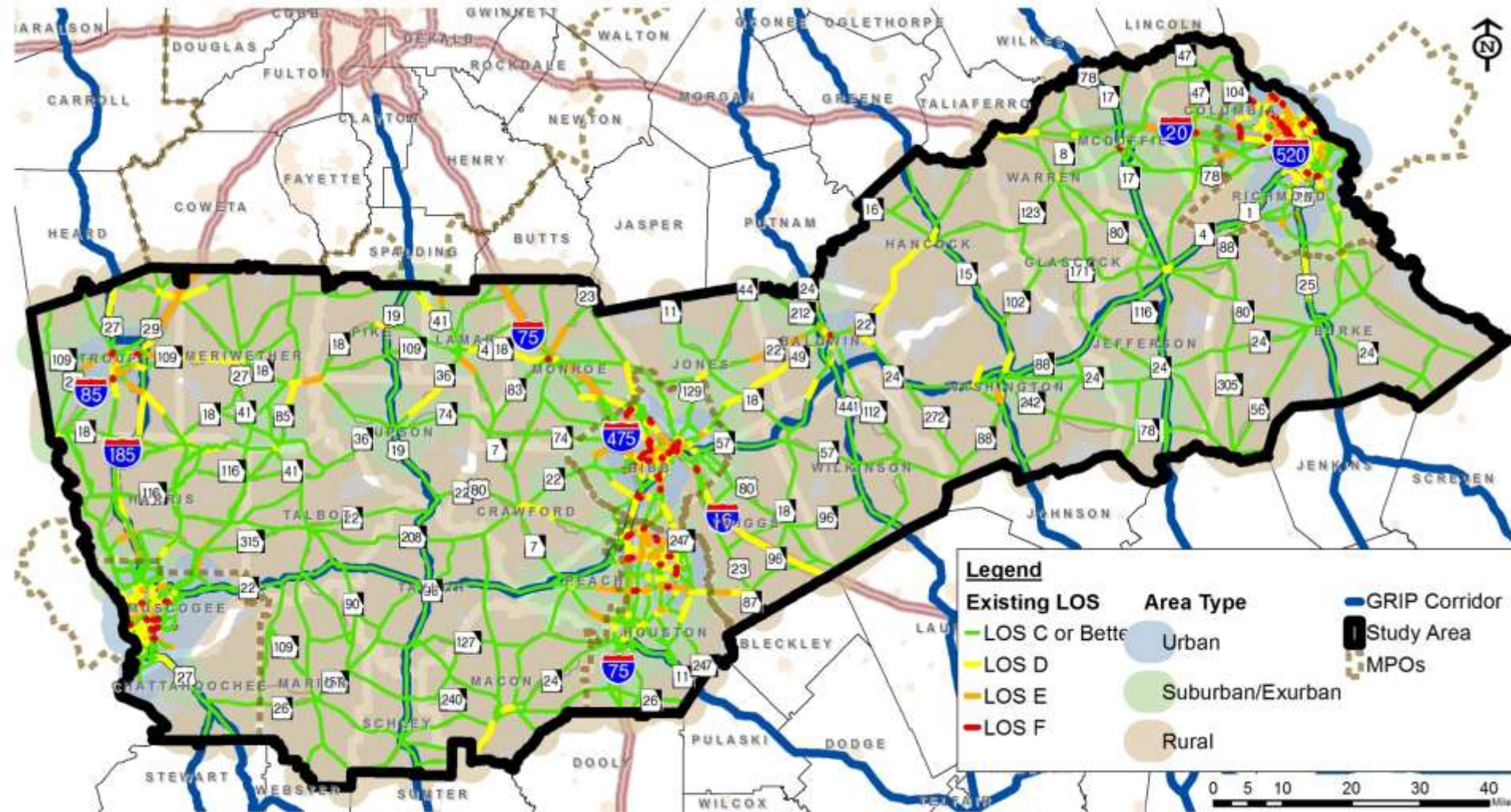
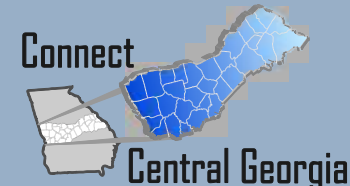
Existing Conditions Capacity Analysis



- Level of Service (LOS)
 - Qualitative Measure of Traffic Flow Used to Describe Operating Conditions from the Perspective of Travelers

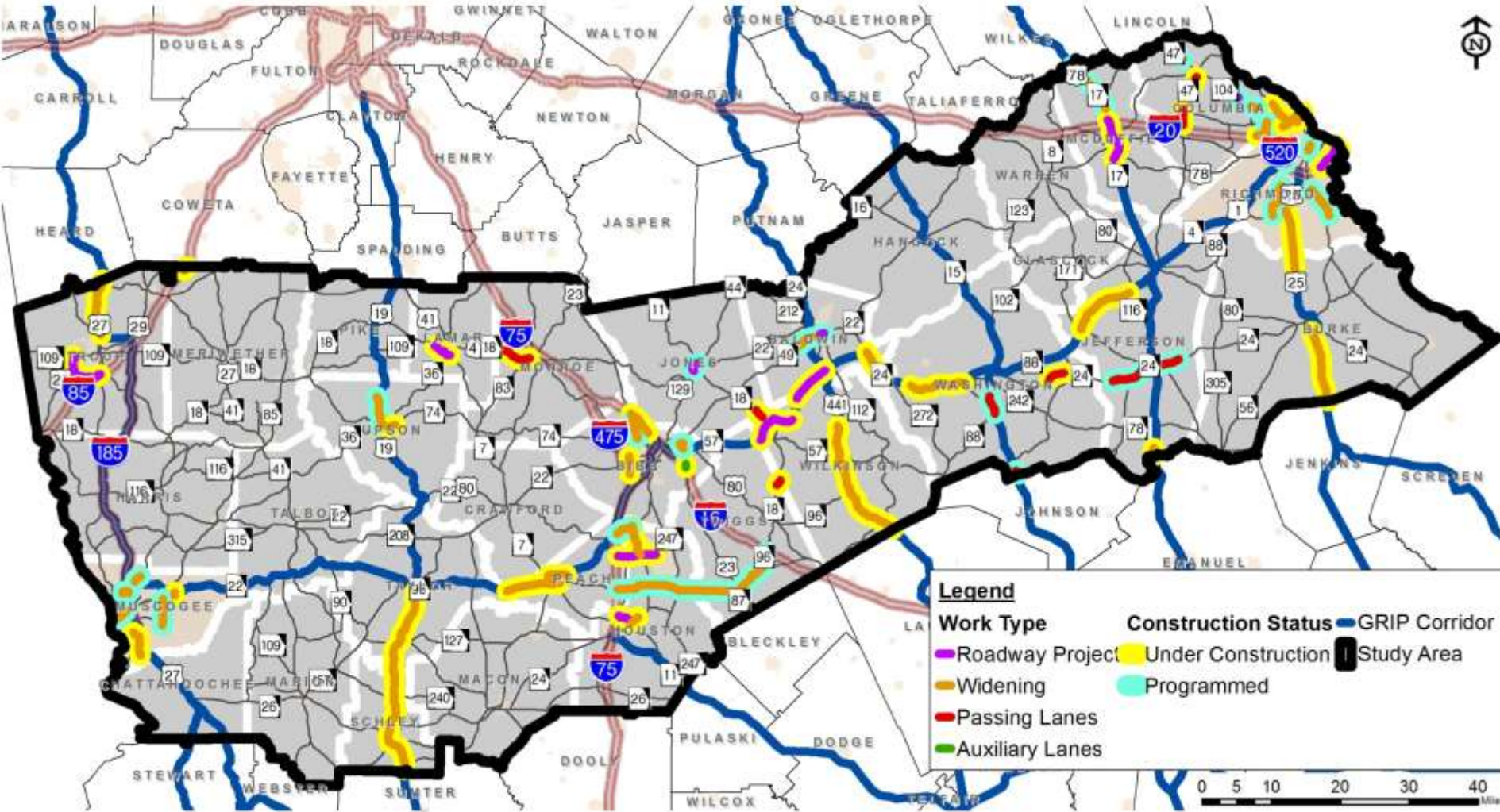
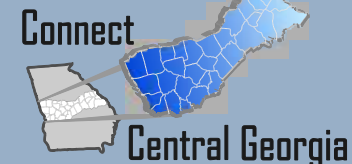


Existing Conditions Capacity Analysis (2006)



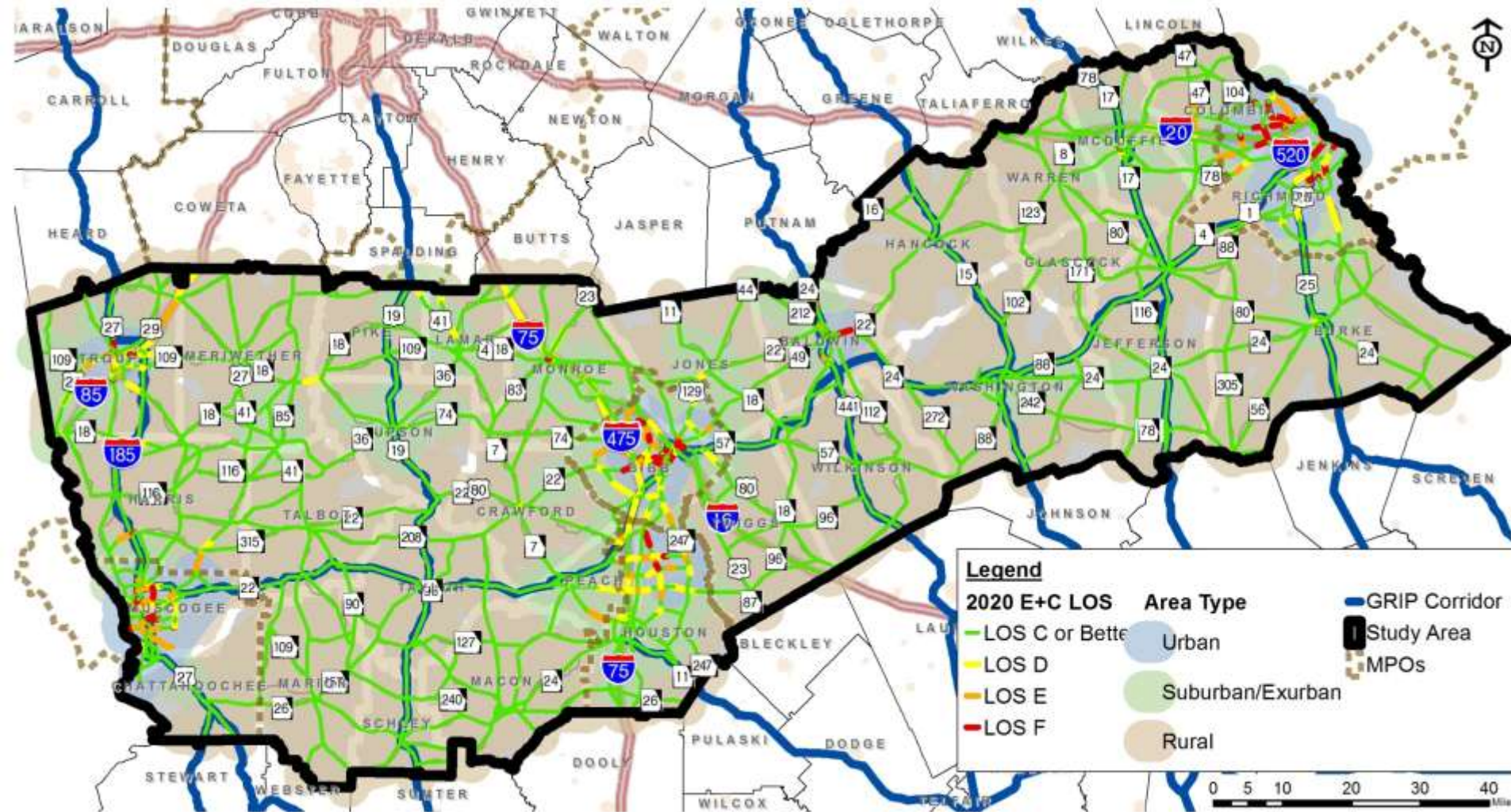
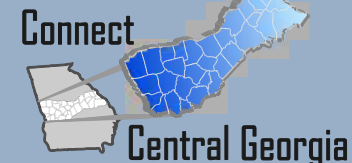
Source: 2006 Georgia Statewide Model, 2006 CPCMO Model, 2006 MATS Model, 2006 WRATS Model, and 2006 ARTS Model

Future Conditions FY 2012-2015 STIP



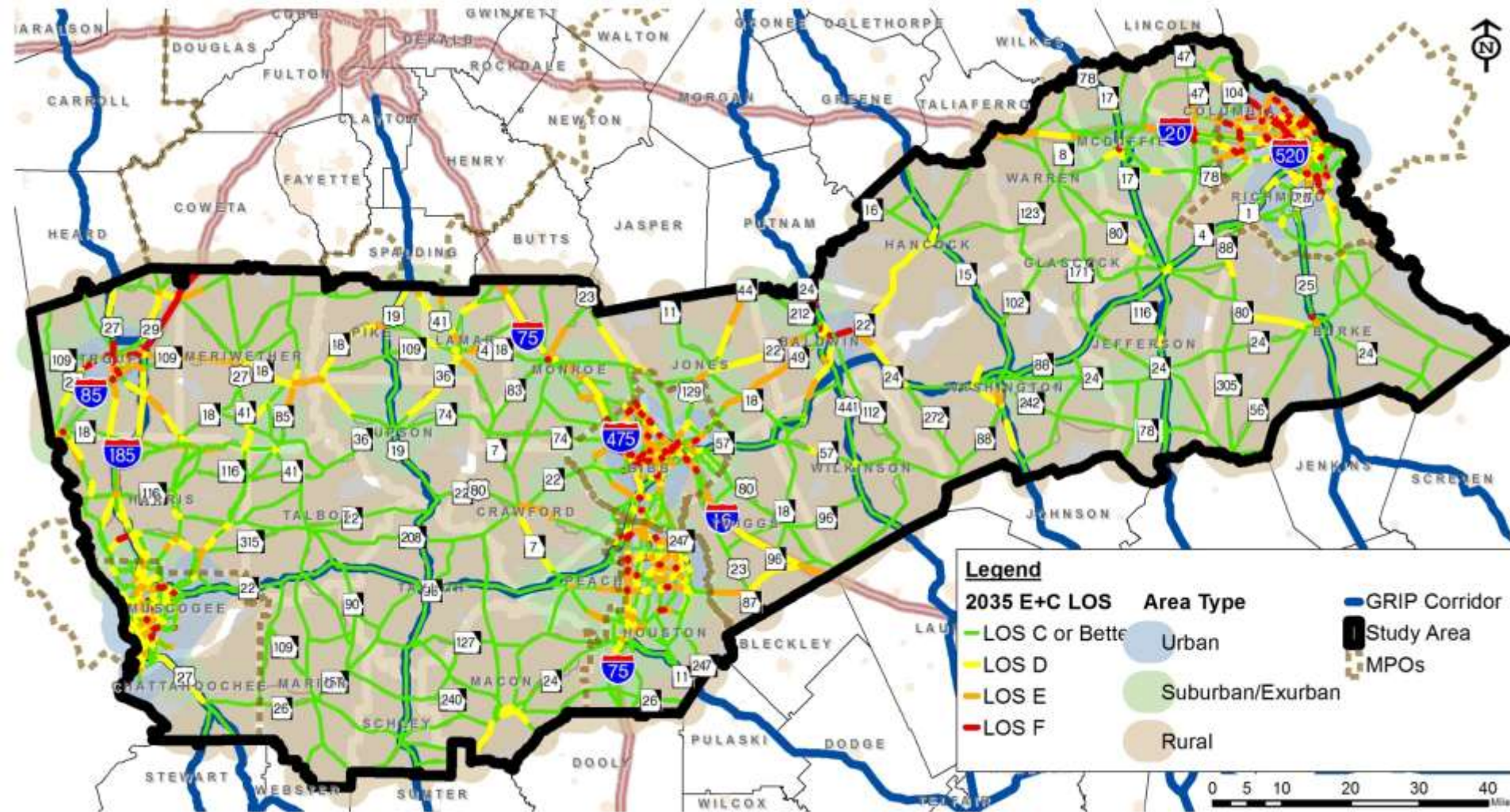
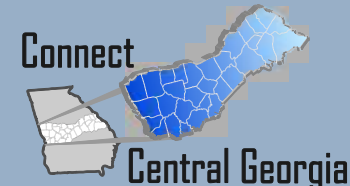
Source: GDOT FY 2011-2014 STIP

Future Conditions Capacity Analysis (2020)



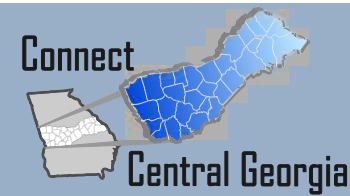
Source: 2020 Georgia Statewide Model

Future Conditions Capacity Analysis (2035)



Source: 2020/2040 Georgia Statewide Model, 2035 CPCMO Model, 2035 MATS Model, 2035 WRATS Model, and 2035 ARTS Model

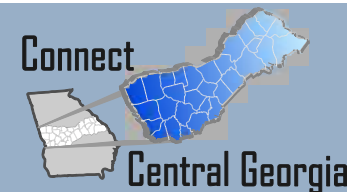
Future Conditions Connectivity Matrix



# of Daily Trips in 2035		Character Area				
		1 Columbus	2 Rural West	3 Macon/Warner Robins	4 Rural East	5 Augusta
Character Area	1 Columbus	860,600	32,200	200	100	100
	2 Rural West	32,300	250,700	32,900	100	100
	3 Macon/Warner Robins	200	32,900	1,142,700	16,400	200
	4 Rural East	100	100	16,700	293,700	18,900
	5 Augusta	100	100	200	18,700	1,174,700

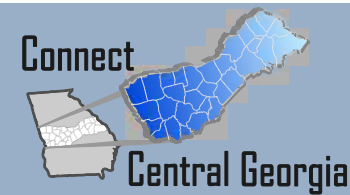
Source: 2035 Georgia Statewide Model

Future Conditions Transportation Needs



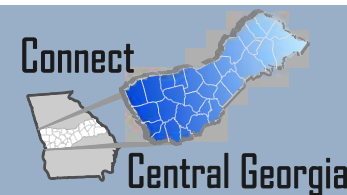
Needs	Character Area				
	1 Columbus	2 Rural West	3 Macon/Warner Robins	4 Rural East	5 Augusta
Deficient Segments (LOS D or worse) <i>(Source: GDOT Statewide Travel Demand Model)</i>					
2035 (E+C)	US 29 (LaGrange)	S Main St	US 341 (Fort Valley)	Glynn St (Milledgeville)	SR 10 (Thomson)
	US 27 (LaGrange)	Old Hwy 41	US 41 (Forsyth)	SR 22 (Milledgeville)	US 278 (Thomson)
	SR 219 (LaGrange)	SR 74 (Woodbury)	US 129 (Macon/Gray)	US 441 (Milledgeville)	Old Evans Rd
	Upper Big Springs Rd (LaGrange)	SR 85 (Woodbury)	US 80 (Macon)	SR 49 (Milledgeville)	US 221 (Grovetown)
	Hamilton Rd (LaGrange)	US 19 (Zebulon)	SR 49 (Macon)	Smith Rd	Wrightsboro Rd (Grovetown)
	SR 109 (LaGrange)	SR 18 (Zebulon)	Joycliff Rd (Macon)		Harlem Grovetown Rd (Grovetown)
	SR 18 (Pine Mt)	US 41 (Barnesville)	SR 83 (Forsyth)		Patterson Bridge Rd
	SR 315	Forsyth St (Barnesville)	US 129		Springhill Church Rd (Augusta)
	SR 85 (Columbus)	US 19 (Thomaston)	US 41		Brothersville Rd (Augusta)
	Flat Rock Rd (Columbus)	SR 42 (Roberta)	Emery St/Spring St		Deans Bridge Rd (Augusta)
	Fortsom Rd (Columbus)		Coliseum Dr (Macon)		Windsor Spring Rd (Augusta)
			Lakeview Rd (Macon)		US 25 (Augusta)
			SR 96 (Warner Robins)		Tobacco Rd (Augusta)
			SR 49 (Fort Valley/Warner Robins)		SR 56 (Augusta)
			Houston Rd (Macon/ Warner Robins)		

Future Conditions Transportation Needs



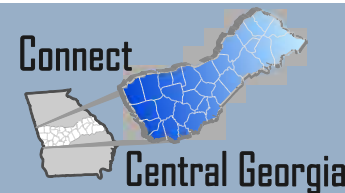
Needs	Character Area				
	1 Columbus	2 Rural West	3 Macon/Warner Robins	4 Rural East	5 Augusta
Freight Transport					
N-S Truck Routes (#)	2	1	3	3	2
E-W Truck Routes (#)	1	1	3	1	2
Rail (miles)	210	442	401	372	254
Safety <i>(Source: CARE Database – 2007-2009)</i>					
# of Crashes (State Roads)	10,939	4,406	14,488	6,144	17,779
# of Fatalities (State Roads)	48	56	94	43	65
# of Above Average Crash Segments (GRIP Corridors)	5	10	1	15	5

Future Conditions Transportation Needs



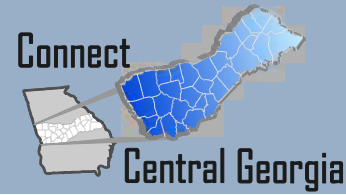
Needs	Character Area				
	1 Columbus	2 Rural West	3 Macon/Warner Robins	4 Rural East	5 Augusta
Bridges <i>(Source: GDOT Bridge Inventory Management System)</i>					
# Sufficiency < 50	6	6	5	3	2
GRIP Corridors					
% Complete	US 27 (91%) Fall Line (100%)	US 19 (58%) Fall Line (90%)	US 441 (96%) Fall Line (100%)	Savannah River Pkwy (22%) SR 15 (5%) US 1/SR 17 (7%) Fall Line (34%)	Savannah River Pkwy (98%) US 1/SR 17 (11%) Fall Line (83%)
Public Transportation					
Availability	Moderate coverage of urban and rural services	Moderate coverage of rural services	Moderate coverage of urban and rural services	Moderate coverage of rural services	Moderate coverage of urban and rural services

Future Conditions Operational Methodology



- Hot Spot Identification/Observations
 - Stakeholder/Public Comments
 - Safety Conditions
 - Capacity Analysis
 - Field Observations

Economic Analysis Purpose



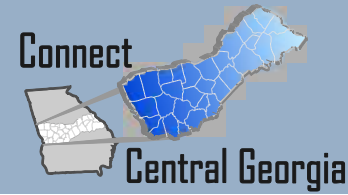
- Economic analysis approach is designed to:
 - Demonstrate the strategic role transportation can play in economic advancement
 - Identify strategic opportunities for increasing the economic performance in Central Georgia

- Step 1. Benchmark Central Georgia with Georgia and the U.S. to determine degree of economic performance based on:
 - Population growth
 - Jobs growth
 - Wage levels
 - Unemployment
- Each concept is important as a measure of overall economic health and can be influenced by transportation investment decisions

- Step 2. Determine the extent to which additional transportation infrastructure is a necessary pre-condition for economic development in Central Georgia
 - Importance of transportation in the context of other economic development issues
 - Examine how key transportation-intensive industries may benefit from improved transportation connectivity, capacity, and services
 - Conduct three case studies to demonstrate the challenges and opportunities present within the study area

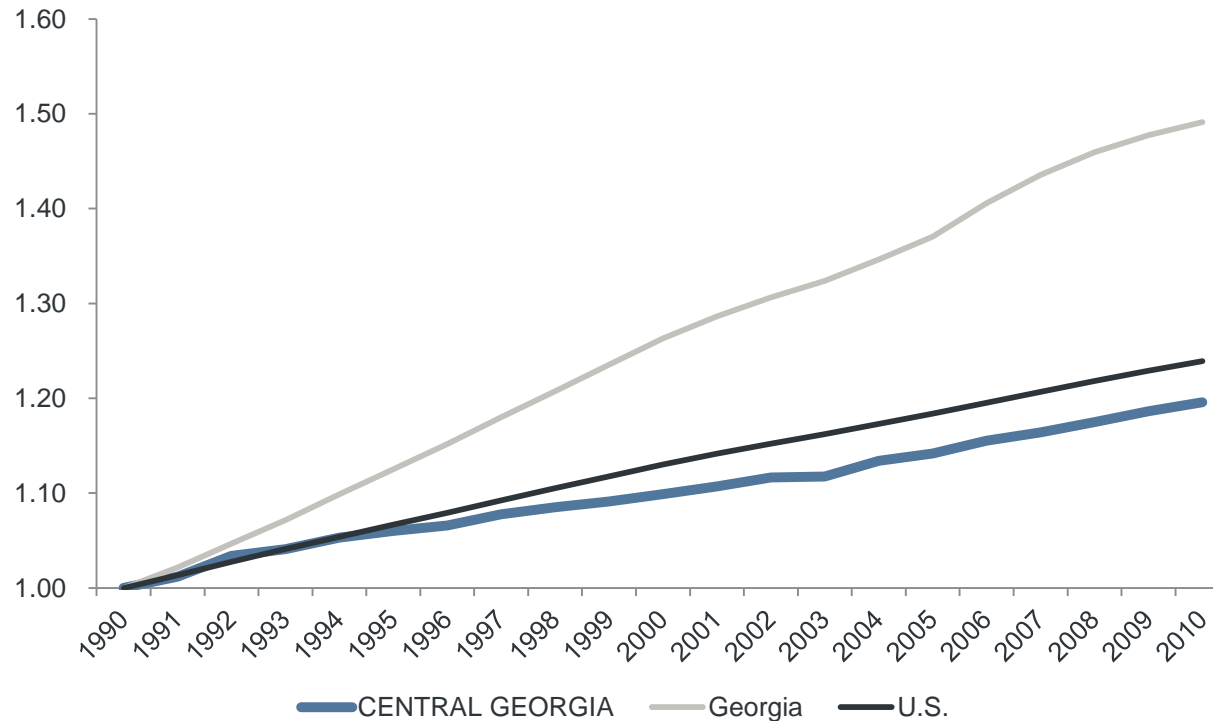
Economic Analysis

Population Growth Index



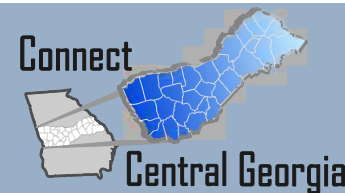
- Long-term population growth in Central Georgia lags both the State and the U.S.

Population Growth Index, 1990=1.00



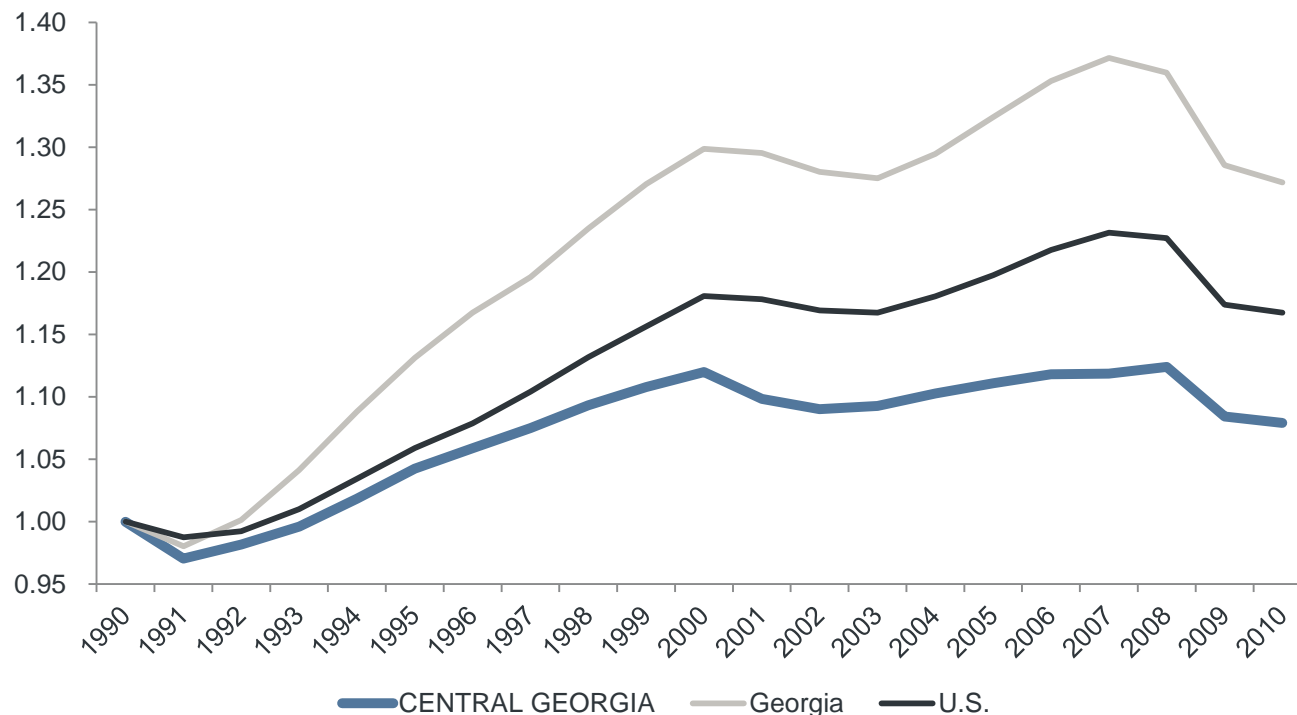
Source: U.S. Census Bureau

Economic Analysis Jobs Growth Index



- Long-term jobs growth in Central Georgia lags both the State and the U.S.

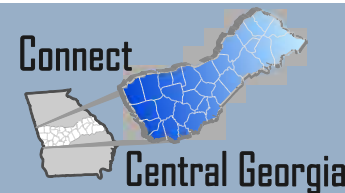
Jobs Growth Index, 1990=1.00



Source: U.S. Department of Commerce, Bureau of Economic Analysis

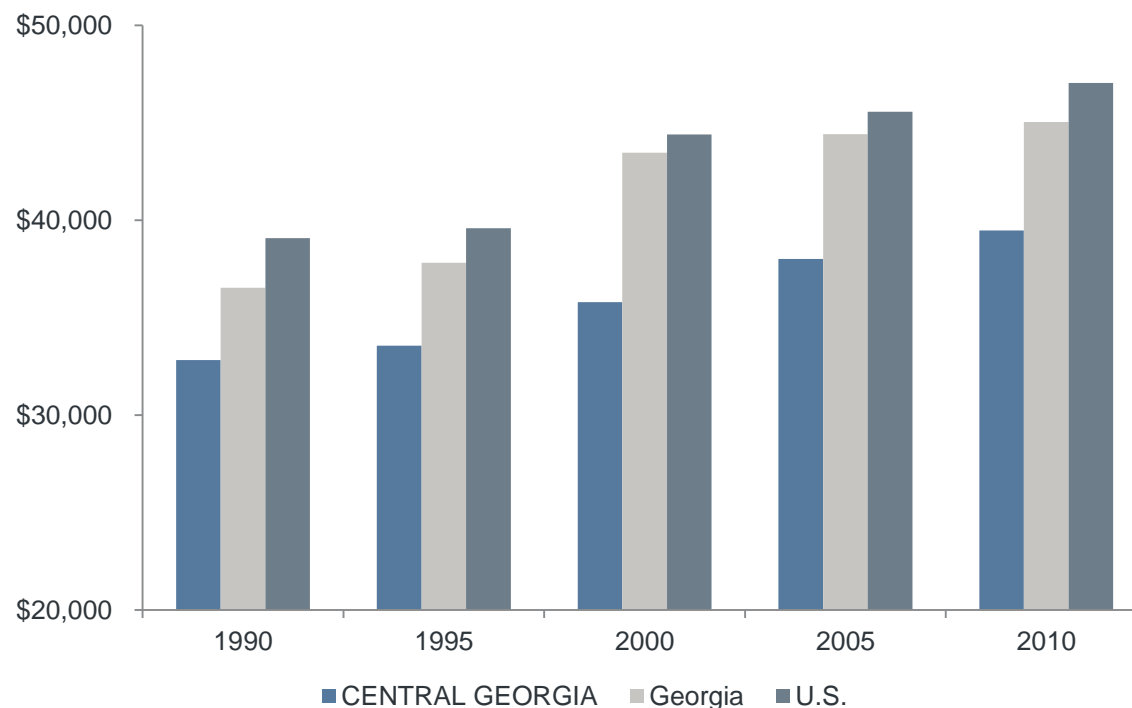
Economic Analysis

Average Wage Per Job



- Wage levels in Central Georgia are 16 –17% below the U.S. average

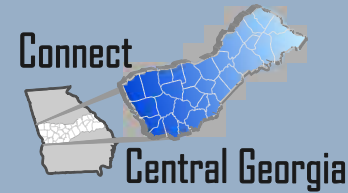
Average wage per job in 2010 dollars



Source: U.S. Department of Commerce, Bureau of Economic Analysis

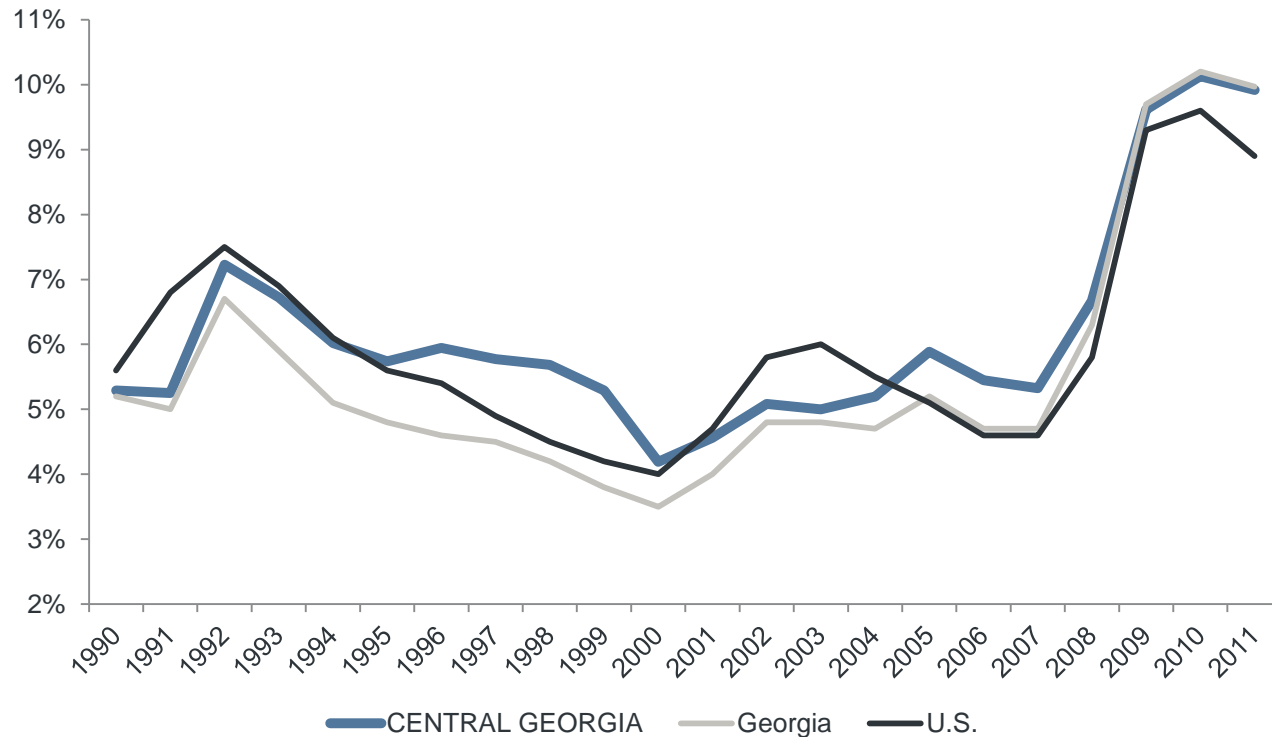
Economic Analysis

Unemployment



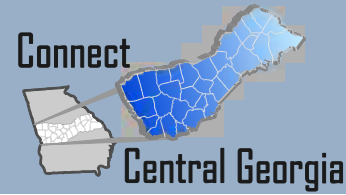
- Until the recession, Central Georgia's unemployment rate tended to be higher than the State's

Unemployment Rate, in percent



Source: U.S. Department of Labor, Bureau of Labor Statistics; 2011 data are preliminary

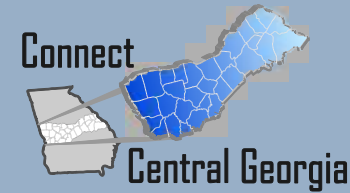
Economic Analysis Summary



- Based on these long-term historical trends, Central Georgia has lagged the State and U.S. in:
 - Population growth
 - Jobs growth
 - Wage levels
- Investigate the level of economic opportunity that can be created by transportation investments through:
 - Connectivity and access
 - Capacity
 - Reliability
 - Time savings

- Scenario Planning
 - Provides a comparison of multiple factors
 - Transportation
 - Land Use
 - Economic Development
 - Reflects how various scenarios could impact the transportation network
 - Identifies possible strategies for achieving a preferred future

Scenario Building



1

How should we get started?



Scope the effort and engage partners.

Considerations: Process goals, objectives, budget, and stakeholder roles and responsibilities.

Output: Work plan.

2

Where are we now?



Establish baseline analysis. Identify factors and trends that affect the state, region, community, or study area.

Considerations: Transportation and land supply, suitability, and demand; state, regional, community, or study-area trends.

Outputs: Transportation systems inventory, land suitability analysis, evaluation of historical trends.

3

Who are we and where do we want to go?



Establish future goals and aspirations based on values of the state, region, community, or study area.

Considerations: Key values and priorities for the state, community, region, or study area.

Outputs: Set of working principles that document broad state, community, region, or study-area goals and preferences.

Source: FHWA Scenario Planning Guidebook

Scenario Building

4

What could the future look like?



Create baseline and alternative scenarios.

Considerations: Scenario types, analysis tools, travel demand model.

Outputs: Identification of appropriate scenario analysis tool or refinement of travel demand model; baseline and alternative scenarios.

5

What impacts will scenarios have?

Assess scenario impacts, influences, and effects.

Considerations: Indicators to help evaluate scenario performance.

Outputs: Refined or calibrated analysis tool(s) or model(s) if necessary; list of indicators to compare scenario outcomes; qualitative or quantitative assessment of scenario impacts.

6

How will we reach our desired future?

Craft the comprehensive vision. Identify strategic actions and performance measures.

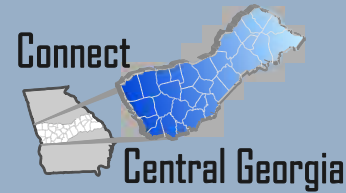
Considerations: Stakeholder feedback on scenarios and the future blueprint; potential actions, investments, or policies to lead the state, community, region, or study area toward the comprehensive vision.

Outputs: Comprehensive vision; action steps; performance measures to assess progress; plan for monitoring progress.

Source: FHWA Scenario Planning Guidebook

Scenario Building

What Could the Future Look Like?

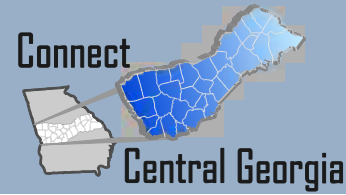


- Types of Scenarios –
 - *Baseline scenarios*: What might the future look like given the continuation of current policies, programs, and development forms?
 - *Growth/socioeconomic scenarios*: What might the future look like given different population or growth projections?
 - *Policy scenarios*: What might the future look like given combinations of different policies, actions, or strategies, such as policies focused on mode splits, asset management, or preservation?
 - *Environmental scenarios*: What might the future look like given different environmental trends and needs?
 - *Economic scenarios*: What might the future look like given different trends in various sectors of the economy?
 - *Hybrid scenarios*: Combinations of several scenario types.

Source: FHWA Scenario Planning Guidebook

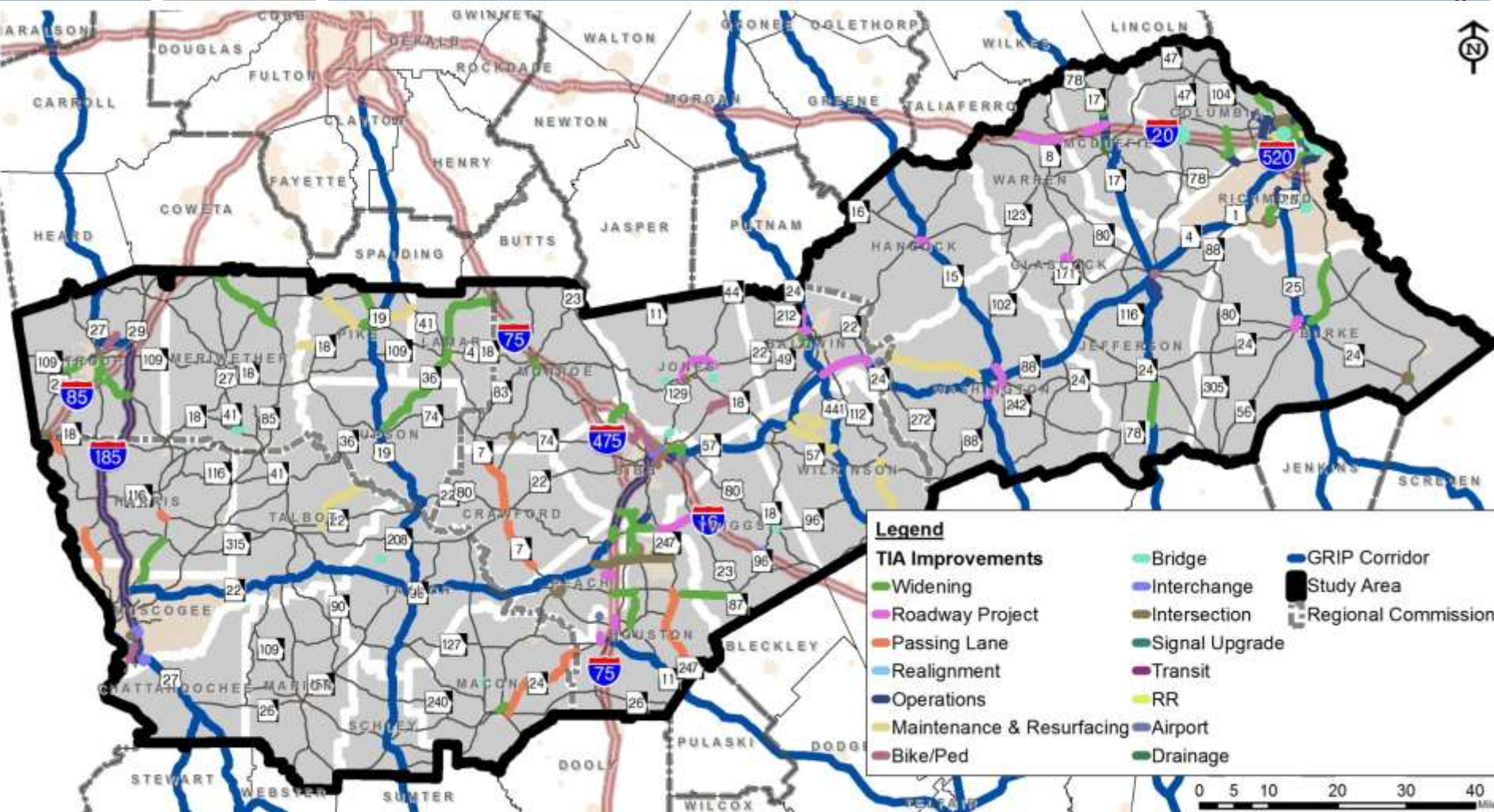
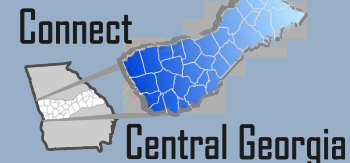
Scenario Building

What Could the Future Look Like?

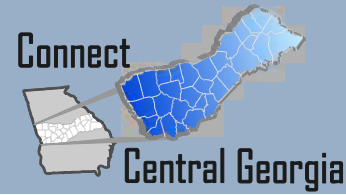


- Potential Scenarios
 - How does TIA effect the region?
 - What if there is a higher demand for freight movement?
 - What if there is limited funding?
 - Where are there opportunities for growth?
 - Infrastructure investment
 - Socioeconomic change

Scenario Building Transportation Investment Act



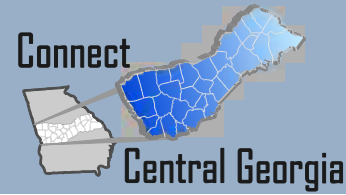
Next Steps



- Continue Public Outreach
 - RC / MPO Presentations
 - Targeted Kiosk Events
 - Website
- Analyze Scenarios
- Conduct Economic Analysis
- Reconvene in the Spring



Contact Information



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